

The project is located in Lewiston, Idaho adjacent to the Snake River. The proposed action will make improvements to Snake River Avenue and Southway, which are two lane roadways both classified as minor arterials. Snake River Avenue will be improved for two miles, from Country Club Drive (immediately south of the Bryden Canyon Road/Southway Bridge interchange) to the US-12 Dike By-Pass Road (Figure 1). Southway will be improved for ¾ mile from Snake River Avenue (the western end of Southway) to 8th Street (where Southway becomes 16th Avenue) (Figure 1).



The southern terminus was selected because traffic volumes decrease from approximately 6,900 ADT to 2,650 ADT and the roadway changes to a more rural character. Further, to fully evaluate traffic and pedestrian concerns in connection with the Bryden Canyon Road ramps (including facilitating pedestrian movement from the Bryden Canyon Trail across Snake River Avenue to the Lewiston Levee Trail), the study area was expanded to Country Club Drive. The northern terminus was selected because traffic volumes on Snake River Avenue drop off at the US-12 Dike Bypass from 13,600 ADT to 6,300 ADT

in the year 2030. Also the Main Street/Snake River Avenue intersection is limited to a right into Snake River Avenue from Main Street and right out from Snake River Avenue to Main Street. The eastern terminus was selected because 8th Street is a through street (running from US-12 south to Bryden Canyon Road) and 16th Avenue is a five-lane roadway to the east

MAJOR DESIGN FEATURES

The design year for this project is 2030. The project proposes to provide the following improvements:

- Increase the capacity of the corridors by adding lanes (where required), better managing access, and upgrading the roadway and storm drain system to current design standards.
- Improve the operation of the major intersections to enhance traffic flow through the corridors and reduce delays at the intersections.
- Enhance multi-modal transportation facilities in the corridors by providing sidewalks, Americans with Disabilities Act-compliant pedestrian facilities, and connections to existing bicycle and pedestrian trails.
- Improve safety for all modes of transportation in the corridors.

The projected traffic volumes and the type of development vary along Snake River Avenue and Southway. The design features therefore vary throughout the project and are described below in four sections, as illustrated on Figure 2. The Preferred Alternative is shown on Figures 3 and 4.

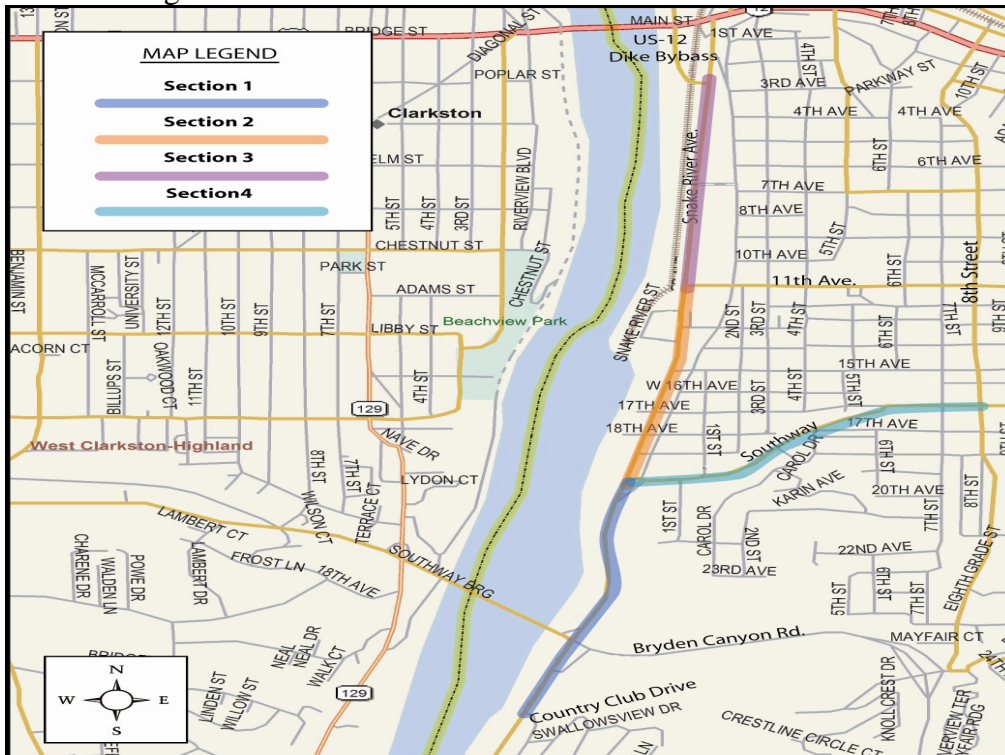


Figure 2. Overall View of Project Sections



FIGURE 3 PREFERRED ALTERNATIVE - SNAKE RIVER AVENUE



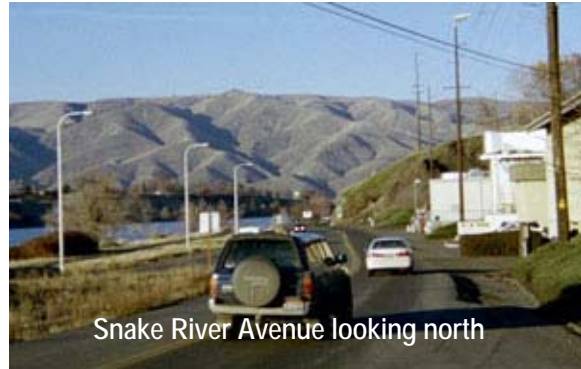


FIGURE 4 PREFERRED ALTERNATIVE - SOUTHWAY



Section 1: Snake River Avenue, Country Club Drive to Southway

Describing the design features from south to north, the northbound lanes will consist of a single 12-ft travel lane from Country Club Drive to the Bryden Canyon exit/entrance ramps and two 12-ft travel lanes from the Bryden Canyon exit/entrance ramps to the Southway intersection. Southbound lanes will consist of a single 12-ft travel lane from County Club Drive to the Southway Bridge ramp and two 12-ft travel lanes from the Southway Bridge ramp to the Southway intersection. There will be a 14-ft median/center turn lane throughout the section. The Snake River Avenue/Southway intersection will consist of a two lane roundabout, including at-grade pedestrian crossings across all three legs.



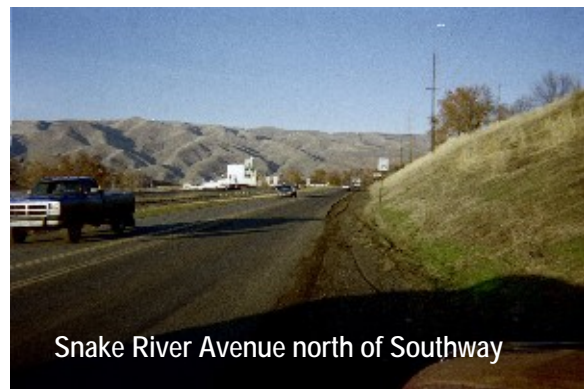
Snake River Avenue looking north

Pedestrian and bicycle improvements will include an extension of the Southway Trail from the southeast corner of the Snake River Avenue/Southway intersection to connect it with the Lewiston Levee Recreation Trail, an improved at-grade pedestrian crossing across Snake River Avenue, an at-grade connection to Bryden Canyon Trail north of Bryden Canyon Road, and a pedestrian underpass south of Bryden Canyon Road.

These improvements will have a minor impact to a planned park on the west side of Snake River Avenue near the Southway intersection, but will not adversely affect the activities, features, or attributes of the planned park or other planned park improvements. The project will use approximately 1.02 acres of land (including 0.48 acres for slope easements necessary for the cut and fill slopes from the roadway) from the planned park due to the roadway widening. The construction of infiltration ponds as part of the proposed improvements to the storm water drainage system will use 1.30 acres of the planned park. Approximately 1250 linear feet of the existing Levee Trail will be relocated. Temporary construction easements will require 0.27 acres. Landscaping will be done along Snake River Avenue in the proposed park.

Section 2: Snake River Avenue, Southway to 11th Avenue

Section 2 will consist of three lanes (one 12-ft travel lane in each direction and a 14-ft center turn lane) from the Southway intersection to 11th Avenue. A minor shift to the west from the existing centerline will be utilized to prevent undercutting of the hillside between Snake River Avenue and Prospect Avenue. An 8-foot sidewalk will be provided on the east side of Snake River Avenue



Snake River Avenue north of Southway

Section 3: Snake River Avenue, 11th Avenue to US-12 Dike By-Pass

Section 3 will consist of a three lane section (one 11-ft lanes in each direction, a 12-ft center turn lane), a 5-ft sidewalk and 3-ft parkstrip on the east side of the roadway, and a 7-ft clearance from the existing railroad spur to the edge of the traveled way. The parkstrip will be eliminated where needed to avoid impacting any commercial or historic structures. Additional parking will be provided within Kiwanis Park to meet existing demand and to replace lost on-street parking.



Section 4: Southway, Snake River Avenue to 8th Street

Section 4 will consist of five lanes (two 12-ft travel lanes in each direction and a 14-ft center turn lane) with an 8-ft sidewalk on the north side. The Southway bike path will not be affected, except for its connection to the Levee Recreation Trail.



DISCUSSION OF PROJECT PHASING

The project is currently proposed to be built in phases. The project is sponsored by the City of Lewiston with the support of Federal Funds through the Idaho Department of Transportation (ITD). The first anticipated construction phase is landscaping along the west side of Snake River Avenue within the proposed park, with Transportation Enhancement Funding. It is anticipated Phase 1 would take place in 2009. The current ITD Capitol Investment Program has budgeted for preliminary development for Phase 2, which would include the Snake River Avenue and Southway intersection. Phase 2 would include improvements to the Southway Storm Sewer, including the construction of the infiltration pond near the intersection. The expected construction year for Phase 2 is 2010.

PERMITS REQUIRED

- **Section 404 Permit** – A Section 404 permit would be required for the impacts to two drainage ditches and an intermittent stream.
- **NPDES Permit** – A National Pollution Discharge Elimination System permit would be required for the storm water discharge.
- **Storm Water Construction Permit** – A permit is required for storm water discharges from construction activities for projects that disturb one acre of land or more. As this permit would apply to the project, a Notice of Intent for Construction Activity would be submitted to the EPA prior to the beginning of

construction. A Storm Water Pollution Prevention Plan would be prepared to identify the best management practices to be use to prevent surface water and groundwater pollution.

- **Water Quality and 401 Certification** – Because of the required federal permits dealing with the discharge of pollutants into waters of the U.S., the proposed project would also require a certification of compliance with state water quality standards and other aquatic protection laws from the Idaho Department of Environmental Quality.